STATE ROUTE 164 CORRIDOR STUDY

GOALS & OBJECTIVES

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GOALS & OBJECTIVES
SR 164 Corridor Study

Introduction

The purpose of the SR 164 Corridor Study is to identify and prioritize transportation infrastructure projects that improve safety, mobility, and reliability of travel on the corridor while limiting adverse environmental impacts and generating community support. Immediate, short, and long-term* improvements would be aimed at alleviating safety concerns, traffic congestion, and travel delay on SR 164.

The final product of the Corridor Study will be a Route Development Plan (RDP). The RDP will address the transportation problems identified by the Corridor Working Group (CWG) partners, local jurisdictions, stakeholders, route users, and affected communities. The SR 164 CWG will develop an initial set of concept-level improvements alternatives reflecting the range of choices available. Those alternatives will then be discussed and evaluated, and a set of final recommendations will be developed. The improvement alternative packages will address the following goals and objectives.

Route Description

Located in southeast King County, the SR 164 corridor is an important two to four lane east-west route used by local commuters, tourist, recreationist, and industrial and commercial businesses. The route is about 15 miles long, extending southeast from the SR 18 junction in Auburn, through the Muckleshoot Indian Tribal Lands, and farmland in unincorporated King County to the SR 169 junction in Enumclaw. Nearly 60 percent of the corridor is located in unincorporated King County, 30 percent is located in Auburn, and 10 percent is located in Enumclaw. About half of the corridor passes through the six square mile Muckleshoot Indian Tribe Reservation.

The corridor has experienced both residential and commercial development in the last 15 years, including the Muckleshoot Casino and the White River Amphitheatre. (The Casino and Amphitheatre serve as major income generators for the Muckleshoot Tribe). With the exception of these venues, a majority of the corridor is characterized as rural farms and low-density, single-family residential developments. There are also a number of churches and schools located along

* immediate term = 6 to 18 months; short term =up to 6 years; and long term = 6 to 25 years.

the corridor, including the Muckleshoot Tribal School, the Tribal College, Chinook Elementary School, and the Auburn Adventist Academy.

Study Goals & Objectives

To determine the appropriate recommendations for SR 164, this study will identify improvement projects consistent with the following goals:

Safety and Reliability

Identified Problems and Concerns: Safety improvements along the corridor particularly related to student walk routes, bus routes, and emergency vehicle access are a primary concern for the Corridor Working Group . Parts of the corridor now carry over 34,000 vehicles per day and volumes are expected to continue increasing.

- Project Goal: Improve safety along the SR 164 corridor

- Project Objective: Identify improvements that will reduce incidents and accidents in the study corridor. At conflict locations, physical and/or operations improvements, including installing new traffic signals and employing access management measures will be suggested to enhance the safety of the corridor.

Travel Demand and Mobility

Identified Problems or Concerns: In general, SR 164 is a two-lane highway within rural areas and a four lane highway in more urban areas. There are distinct directional flows in the morning and evening peak travel periods. These flows cause considerable congestion. This is particularly evident at the SR 18 and SR 410 junctions. The corridor is used by commuters, tourists, recreationists, and commercial and industrial businesses. Traffic volumes are expected to increase in the future.

- Project Goal: Improve mobility and reduce person and vehicle delay along SR 164.

- Project Objective: Identify projects and operational improvements that address bottlenecks, chokepoints as a means of maximizing capacity along SR 164. These strategies could include operational improvements, and new or improved corridor facilities that benefit all users. Transportation facilities should encourage safe use and access to bicycle, and pedestrian facilities.

Auburn Bypass or Link Road

Identified Problems or Concerns: The western terminus of SR 164, in Auburn, experiences significant safety and reliability problems in addition to peak period congestion and highly directional peak traffic flows. Problems in this area and in the narrower parts of the corridor are exacerbated by vehicle-dependent land uses on the corridor, by multiple driveways with direct access to SR 164, by intersections that meet the state route at awkward angles, and by school buses that block the road when boarding and deboarding students.

- Project Goal: In coordination with other project goals, reduce congestion and improve safety. Identify a new, preferred, context-sensitive alternative access route and operational improvements that reduce congestion and improve safety within Auburn and allow for better access to and from the Enumclaw Plateau.

- Project Objective: Evaluate transportation improvements identified by the Corridor Working Group including alternative access routes that link SR 164 and SR 18 and operational improvements that correct chokepoint and safety problems in the western part of this corridor.

Goods Movements and Regional Traffic

Identified Problems or Concerns**:** Freight movement along SR 164 is currently exceptionally heavy. Land use planning, and economic projections suggest there will be an increase in trucks carrying good in and out of the study area.

- Project Goal: Improve freight movement along the SR 164 corridor.

- Project Objective: Identify physical or operational projects to improve the movement of goods and services on SR 164. This strategy should either maintain or improve freight travel times and trip reliability, and reduce potential conflict points between trucks, passenger vehicles, and pedestrians.

Environmental Impacts

Identified Problems or Concerns: Existing traffic and future roadway improvements may impact wetlands, river and stream crossings, hazardous slopes, storm water runoff and the overall environmental quality.

- Project Goal: Minimize environmental impacts of transportation system improvements on the SR 164 study area.

- Project Objective: Review projects for environmental effects and prioritize those projects that minimize (to the extent feasible) impacts to natural and human issues, such as river and stream crossings, wetlands, hazardous slopes, and wildlife habitat within the SR 164 study area.

Public Outreach and Input

Identified Problems or Concerns: The study area traverses the City of Auburn and Enumclaw, Muckleshoot Indian Tribal Reservation, and unincorporated King County. The issues affecting the stakeholders in these areas are very unique, and each of these potentially sensitive issues must be addressed. This will require the involvement and participation of various interests groups, community organizations and elected officials from the local jurisdictions.

- Project Goal: Incorporate an effective outreach and public participation program.

- Project Objective: Develop a locally preferred strategy that provides active participation of stakeholders, interest groups, and elected officials from local jurisdictions.

Project Phasing

Identified Problems or Concerns: Transportation improvements to SR 164 will need to be phased in over time to maximize effectiveness and financial resources.

- Project Goal: Maximize compatibility between immediate, short and long-term projects.

- Project Objective: Develop a phasing program that provides continuity and consistency between immediate, short and long-term proposed improvements.

Defining Alternatives

The development of the corridor alternatives focuses on potential solutions to the transportation problems and issues identified by the State in consultation with the Corridor Working Group, local jurisdictions, stakeholders, route users, and affected communities. These alternatives address the goals and objectives of the SR 164 Corridor Study as described above.

Initial alternatives will include: “No-Build” and TSM/TDM approaches. Those will be developed, screened, and evaluated using sketch planning techniques and fatal flaw analysis. The comparisons of the performance of the initial alternatives

relative to the evaluation criteria may be displayed in matrix, graphic and tabular forms as appropriate to assist in the visualization and assessment of the information. The information presented will include safety, mobility, travel choices, environmental, and cost issues for the alternatives, as well as types of impacts and order of magnitude estimates of impacts. The initial alternatives will subsequently be screened down to a maximum of six feasible “Build” alternatives for detailed analysis and review with Corridor Working Group, stakeholders and decision-makers.